
From: Simon Zweighaft
To: 'Belizaire, Justine [USA]'; 'gutierrez_john@bah.com'
CC: Hamayasu, Toru; Kurio, Phyllis; Mark Hickson
Sent: 5/19/2009 7:19:50 PM
Subject: FW: Reconciliation of Capital Costs
Attachments: Capital Cost Reconciliation 19-May-09.xls

Hi Justine and John:

In response to the second bullet in John's e-mail earlier today, Mark Scheibe has prepared the following explanation and reconciliation of the previous Excel Airport Estimate spreadsheet (3/27/09) to the May 1 SCC Worksheet. This is the best we can do quickly to explain the differences between the two documents. Hope this provides answers to the questions that you have.

Regards,

Simon

From: Scheibe, Mark [mailto:Scheibe@pbworld.com]
Sent: Tuesday, May 19, 2009 11:34 AM
To: Simon Zweighaft
Cc: Van Epps, James; Mark Hickson; Dunn, James
Subject: Reconciliation of Capital Costs

Simon,

The attached spreadsheet [Capital Cost Reconciliation 19-May-09.xls](#) provides a reconciliation of two files on the HHCTCP - PMOC ProjectSolve site, [MU Airport Alignment 3-27-09.xls](#) and [SCC Worksheet Airport Alignment FY2009\\$ 05-01-09.pdf](#). [MU Airport Alignment 3-27-09.xls](#) provides a detailed buildup of costs by SCC code and segment, presented in its [Report](#) tab. These are then summarized in its [Totals](#) tab. The detailed buildup of costs is estimated in 1st Quarter CY2007 dollars. These are then escalated to 4th Quarter CY2007 dollars (which is also 2nd Quarter FY2008) at the bottom of the [Totals](#) tab. Columns A through J in [Capital Cost Reconciliation 19-May-09.xls](#) show how the various "markups," contingencies, and escalation are distributed across the SCC codes.

There is one scope change between [MU Airport Alignment 3-27-09.xls](#) and [SCC Worksheet Airport Alignment FY2009\\$ 05-01-09.pdf](#). The project as presented in the May 1 workbook, as well as in the May 2009 FTA New Starts Template and the May 1 Financial Plan, includes a rail fleet size of 67 vehicles, as contrasted to a fleet size of 69 vehicles in [MU Airport Alignment 3-27-09.xls](#). Column K in [Capital Cost Reconciliation 19-May-09.xls](#) shows that adjustment.

[SCC Worksheet Airport Alignment FY2009\\$ 05-01-09.pdf](#), as well as in the May 2009 FTA New Starts Template and the May 1 Financial Plan, presents costs in FY2009 dollars. These adjustments are shown in Columns L and M in [Capital Cost Reconciliation 19-May-09.xls](#).

Finally, consistent with FTA guidance, [SCC Worksheet Airport Alignment FY2009\\$ 05-01-09.pdf](#) does not include costs estimated to be incurred before approval to enter Preliminary Engineering, as these costs will not be included as part of the FFGA. Assuming approval to enter PE on 1

July 2009 (the start of the City's FY 2010), we've excluded Professional Services costs incurred in FYs 2007, 2008 and 2009. This is shown in Columns N and O in [Capital Cost Reconciliation 19-May-09.xls](#). You'll note that the values in Column O line up with the "Base Year Dollars TOTAL" column in [SCC Worksheet Airport Alignment FY2009\\$ 05-01-09.pdf](#)

Mark

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